

NEW YACHT, NEW MACHINERY AND NEW SPEED.

A Brooklyn Wine Man Invents a Contrivance Which Will Make a Vessel Fly, and Crosby, the Boat Builder, Is Constructing a Yacht to Test It.

A NOVEL invention that will increase the speed of a vessel from 25 to 35 per cent without an increase in fuel and wear and tear on the machinery of the craft has just been completed by a Brooklynite, and by its application on large vessels the voyage across the Atlantic can be made in four days or less. To solve this problem has been the ambition of every student in the world of mechanics, and hundreds of schemes—some of them more or less practical, but the majority purely fanciful—have been advanced.

Timothy Van Wyck, a wine merchant, of No. 1248 Fulton street, Brooklyn, has been devoting his spare time for many years to perfecting his invention, and it is so simple that it seems almost absurd that some one had not thought of it years ago. Not until last Summer, however, was the theory made an accomplished fact, when it was attached to a simple engine on a small launch with entire success.

The mechanism is, simply a disk, with eight grooves cut into its face, twice the size of the main shaft, on which it is placed. Into the grooves on this disk fit a series of rollers, fastened to four cranks, and with the revolution of the shaft the rollers move forward and back in the grooves, communicating a motion to the cranks, which, in turn revolve the shaft or shafts that turn the propellers. For every revolution of the main shaft the disk sends its cranks around twice, thus making a gain of 50 per cent in the number of revolutions of the propeller, all of which is done without the aid of an additional cogwheel. This materially reduces friction, and the jarring and pounding motion now felt on all high-speed vessels is entirely eliminated.

Mr. Van Wyck calls his invention a wheel-and-roller-bearing movement, and it acts very much on the principle of the ball-bearing mechanism on a bicycle. The diameters of the circles described by the

crank pins is equal to one-half the diameter of the driving wheel, which in this case is the grooved disk, thus obtaining two revolutions of the cranks to one of the shaft. The mechanism may be applied to vessels of any size.

George Munro has been interested in the scheme for some time, and it is his intention to build a boat similar to "Now Then" to carry this mechanism. It has also been favorably passed upon by a number of experts, one of whom, the chief engineer of the Navy Department, made the statement that if a practical demonstration was made its good qualities would lead to its adoption in Uncle Sam's warships.

With the advent of the boat now being constructed by the Crosby Company in their shops at the foot of Forty-fourth street, South Brooklyn, the utility of the new movement will be fully shown, and there is little doubt that its success will work a revolution in motive machinery. The new boat will embrace a number of features that Mr. Manley Crosby believes will be conducive of great speed, and from the records of the fast yachts that he has turned out it is certain that the model of the boat will be all that can

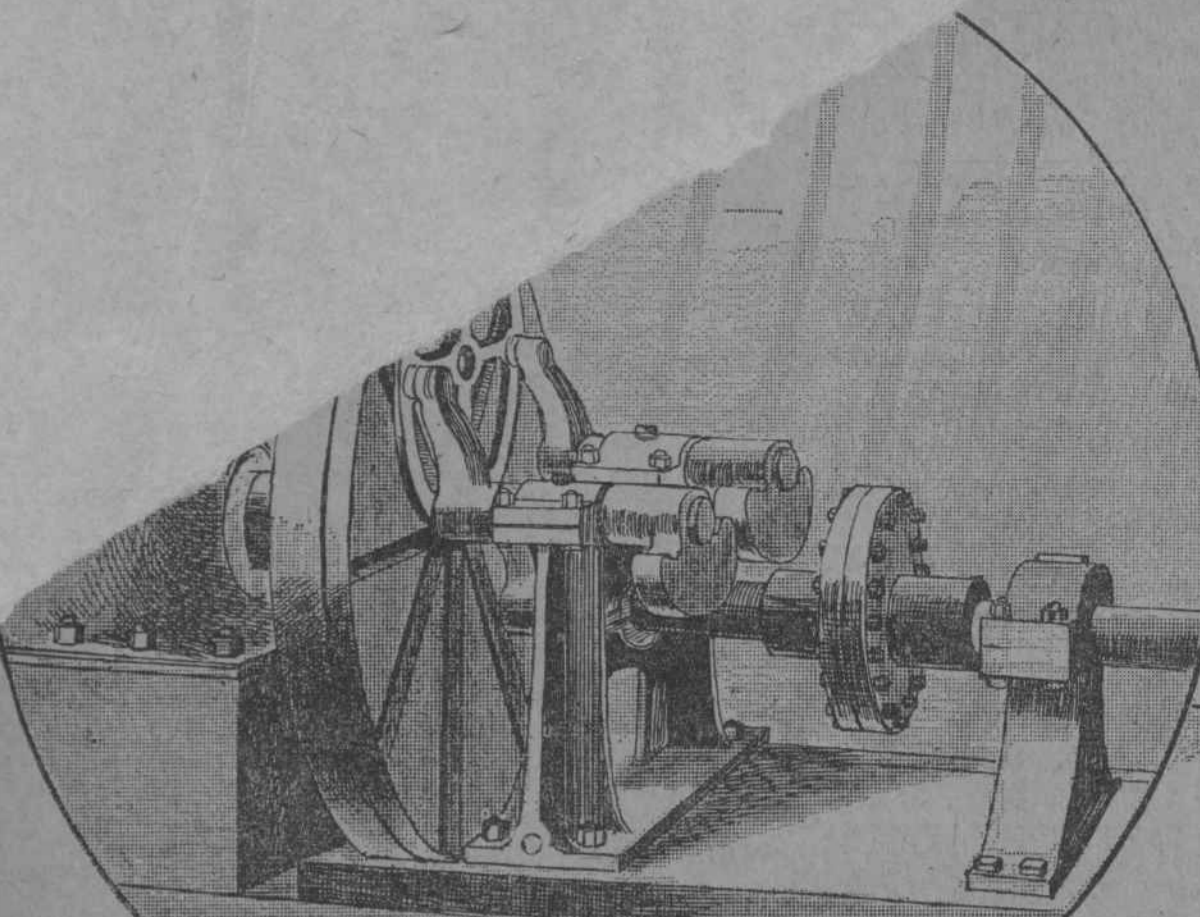
be desired. Mr. Crosby's design shows the spoon bow, which he claims to be safer, and the boat may be driven at a greater speed than by either the plumb stem or clipper bow. The lines forward being fuller and rounding out more to the top sides, giving a buoyancy to her entrance that neither of the others can give.

The water line extends about four feet further astern than the after end of the deck. The advantage claimed for this stern by Mr. Crosby is that it will leave the water without any drag, and gives the water no place to climb up on.

In the construction of the yacht the best of materials are being used. Keel and frames are of oak, and the planking below the water line will be of cedar. Her principal dimensions are: Length over all, 52 feet; water line, 48 feet; extreme beam, 7 feet; draught, 15 inches.

She will carry a triple expansion engine of 150 horse power, and her propeller screw will be thirty-six inches in diameter.

It is expected that with 2,000 revolutions per minute she will be driven at a speed of thirty miles per hour, and it is probable that after her trial she will attain even greater speed.



THE MACHINE THAT DOES THE WORK

ROWING MUDDLE SETTLED AT LAST.

College Men Dispose of the Question at a Conference Held in This City.

TWO RACES FOR CORNELL.

She Will Meet Harvard and Yale on June 25 and the Other Colleges on July 2.

FRESHMEN DATES AGREED UPON.

The Harvard-Yale-Cornell youngsters Row on June 23 and the Columbia-Pennsylvania-Cornell Boys on June 30.

At a conference held yesterday afternoon at the Reform Club, No. 233 Fifth avenue, the questions in regard to this year's inter-university boat races were finally and most harmoniously settled. The idea of the quintangular race was, for the time being at any rate, finally abandoned, while Cornell took upon herself the double task of rowing against Yale and Harvard, and a week later against Columbia and the University of Pennsylvania.

The representatives at the conference were: Professor B. L. Wheeler, of Cornell; Captain Goodrich, of the Harvard crew; Thomas Beach, University of Pennsylvania; and F. S. Bangs and Justus A. B. Cowles, of Columbia. Captain Goodrich presented a succinct statement from the Harvard end of the matter to the effect that the five-cornered race could not be undertaken, inasmuch as for Harvard to admit Columbia and University of Pennsylvania would be a direct violation of her agreement with Yale. That, of course, virtually settled the entire question, and the remaining business was merely in connection with the choosing of dates and other arrangements.

Two sets of races, university and freshmen, will be held at Poughkeepsie. Friday, June 25, was selected for the university race between Harvard, Yale and Cornell, though if the Harvard men wish it the date may be changed to June 28. It was anywhere a very considerable concession on Harvard's part to entertain the idea of choosing June 25, for it is a class day at Cambridge. The freshmen's race will be rowed on Wednesday, June 23.

The university race between Cornell, Columbia and the University of Pennsylvania will be decided on Friday, July 2, and the freshmen's race on Wednesday, June 30.

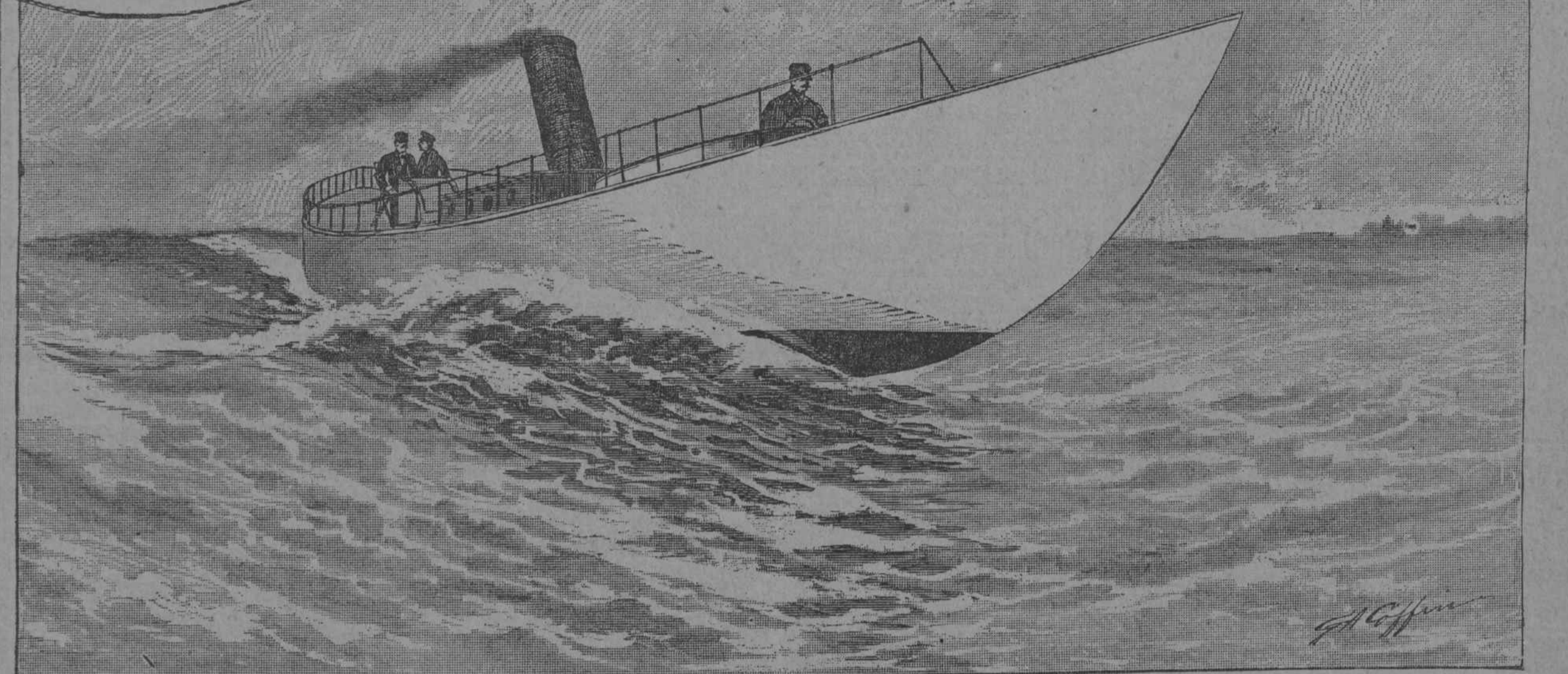
No written agreements were made, the arrangements being completed in merely verbal form. The utmost harmony existed, Mr. F. S. Bangs, of Columbia, was chosen for chairman of the Regatta Committee, and will proceed to take the initiatory steps to making arrangements at an early date. The arrangements with the Government as to using the Poughkeepsie course on the dates selected are the same as those of last year.

In reference to the big task that Cornell is undertaking, Professor Wheeler said: "Yes, it is a short time between two such long races, but we can only try. We may be beaten, but we shall do our best, and there are other years. Everything went off most amicably to-day and the ideas finally adopted seemed to suit every one."

According to advices from Harvard, the Athletic Committee concluded that it would be an unwise move on their part to force the crew into an unpopular race. The question of whether Columbia and University of Pennsylvania should be admitted into a quintangular race was accordingly left to the crew, and it was virtually their decision that Captain Goodrich announced at yesterday's conference.

Vacation for Harvard's Crew.
Cambridge, Mass., Feb. 20.—The members of Harvard's varsity crew have been given a three days' vacation, as several of them are somewhat out of condition. Hollister, Sprague, Boardman, Moulton and Bull are the guests of Coach Sturges, at his residence, in the White Mountains. The others are at their homes or visiting neighboring cities. The crew will resume work next Tuesday afternoon.

Britannia Wins the First Race.
Massachusetts, Feb. 20.—Steady rain, a thick fog and a light westerly wind prevailed today when the large racing yachts Alisa and Britannia and three twenty-rater starters to race three times around an eight-mile triangular course. The boats started at 11 o'clock, and the race was won by the Britannia, which beat the Alisa by four minutes.



CROSBY'S YACHT FITTED WITH MACHINERY LIKE A BALL-BEARING BICYCLE.

Entries at Barksdale.

Barksdale, Md., Feb. 20.—Following are the entries for Monday's races:

First Race—Maidens; selling; five furlongs.
Index.
323 Osakeletta 120 245 Li Hung Chang 107
323 Turquoise 120 249 The Allen 107
314 By a Neck 117 Helen Trent 105
353 Pearlina 112 329 Montrose 102
341 Edna Bennett 115 317 Kerplunk 105

Second Race—Four-year-olds and upward; selling; four and a half furlongs.
345 Frank Fuller 121 357 Leonides 114
351 Salvor 118 303 Blue Light 114
329 Quilla 116 342 Sengall 114
354 Venus 116 (351) Beloved 112
346 Lady Martin 119 72 Conemaugh 112

Third Race—Three-year-olds and upward; six furlongs.
358 Jim Douglas 118 92 Dr. Reed 112
352 Diabolus 118 304 Helena Belle 112
358 Dart 118 313 Vennburgh 112
360 Charlie B. 115 301 San Raula 105
358 Walnut Ridge 115 299 Sabina 104

Fourth Race—Washington's Birthday Handicap; four and a half furlongs.
(308) Oracle 116 248 Heck Jr. 107
333 Jack Diver 115 (353) Chiswick 105
329 Foreman 112 325 Lanette 105
355 Flawwater 110 (299) Con Lucey 105
356 Eam 108 217 Miss Lou 102
355 Gentiana 108

Fifth Race—Three-year-olds and upward; five furlongs.
307 Electro 121 323 Annie T. 104
319 His Grace 121 331 Tyrone 104
329 Surestep 118 325 Mamie Clark 105
353 Jewsbury 118 240 Prairie Plot 105
360 Sam Farmer 109 330 Arline 100

Sixth Race—Four-year-olds and upward; selling; four and a half furlongs.
200 Fernwood 121 332 Fred Munch 114
105 Beavolo 118 338 Little Knight 114
327 Johnny 118 330 Arthur Flann 114
329 John Radden 118 352 Balsam 114
200 Dry Stubbs 117 340 Apples 112

Escaped Prisoner Recaptured.
Daniel Devlin is eighteen years of age, but he has been an inmate of the Brooklyn House of Refuge for several years. He was taken ill while there and was removed to the Flatbush Hospital for treatment. On Thursday night he saw an opportunity to escape and got away. On Friday night he stole some brass knuckles from the hands of the Queens County Jail Works, on Newtown Creek, and was arrested. Yesterday Justice Duffy remanded him, and he will be taken back to the House of Refuge.

Cyclist Johnson Improving.
Bradford, Ont., Feb. 20.—John S. Johnson, the cyclist, who is ill here with pneumonia, has had a turn for the better, and his doctor reports that unless some unforeseen complication sets in he will be around again within a week or two. Johnson's ailment was pneumonia in a serious form.

Cedars Were Easy Victims.
The Cedars were easy victims for the Kearney Athletic Association football team at Connaught Park, Newark, yesterday. The Athletic dribblers assumed a lead at the commencement of the game, and chased it with the score 5 to 1. Both Carter and Taylor put up a star game, each scoring two touchdowns and keeping the leather well down in their opponents' territory.

PREMIER LIVE BIRD CONTEST.

Arrangements for the Grand American Handicap at Elkwood Park.

The Shooting Committee in charge of the arrangements for the premier live bird contest of the year, the Grand American Handicap, have at last issued their programme for the fifth annual event, which will be held at the Elkwood Park shooting grounds on March 23, 24 and 25. The principal event, the handicap, will be shot on the second day of the meeting, and the association guarantees \$1,000, which will be divided among the three highest scores, as follows: \$300 for first high gun, \$300 for second high gun and \$200 for third high gun. Additional money will also be arranged for should the entrance money make a purse in excess of \$1,000, birds being charged extra in all events.

The handicaps have been arranged by a committee of men whose experience in the sport of trap shooting has extended over a period of many years, and whose reputations as experts are beyond question. In order to expedite the shooting a contestant missing three birds in the big race will be compelled to drop out, with the privilege of re-entering in case he has a chance of winning any portion of the purse.

Shooting will begin at 10 o'clock each day, and the first day's contest will include the Elkwood Park Interscholastic, Nine Powder Handicap, Bainsport Sweepstakes and Sportsmen's Delight. The second day will be devoted to the stellar event, which will, if necessary, be carried over until the third day. It will be followed by the Consolation Handicap, the Long Branch Scramble and the Aud Lang Syue Sweepstakes. The conditions governing the handicap are as follows:

25 live birds, handicaps ranging from 25 to 33 yards, 50 yards boundary, with a dead line at the 33-yard mark; \$1,000 divided, 50 to 30 and 20 per cent to the three highest guns.

All money in the purse in excess of \$1,000 will be divided among high guns other than the three first. The number of parts into which the surplus money will be divided will be determined by the number of entries received. Entries close March 20, with John L. Lequin, secretary, room 44-45 Cedar street, P. O. box 655, New York.

The Grand American Handicap was inaugurated on April 5, 1893, with an entry list of only twenty-one shooters, the tournament being held at Dexter Park, L. I. Of the twenty-one contestants four tied with twenty-three kills, and shot off miss and out. Bob Welsh, of Philadelphia, winner of the amateur championship a few days ago at Larchmont, was the victor. Three moneys were divided, as follows: \$477.50, \$160.00 and \$111, a total of \$755 in the purse.

The second contest was also decided at Dexter Park, the date being April 5, 1894. That the event was growing in popularity is shown by the fact that the entry list numbered fifty-four. Of this number Captain A. W. Morley and T. W. Morley each scored twenty-five straight, being for first and second money. On the shoot off at ten birds, each scored eight and tied again. They then shot off miss and out. Morley winning in the second round. F. G. Moore won third with twenty-four. The total purse was \$1,355.

In 1895 there was a marked increase in the number of entries, sixty-one shooters sending in their names. Fifty-eight of the number competing at Willard Park, Paterson. The total purse was \$1,320. Three scored 25 straight—J. A. R. Elliott, Frank Class and J. G. Massner. On the shoot off Messner won and Elliott was second.

The fourth contest was shot at Elkwood Park, March 25 and 26 last year. There were 100 entries and only four forfeited. The result was that eight men tied with 24 kills each, and O. R. Dickey (29 yards) won the shoot off. The total purse amounted to \$2,710.

SHOOTING AT ELKWOOD PARK
Noel, Money, Davenport and Morley Make High Scores in the Stellar Event.

Long Branch, Feb. 20.—The shooting at Elkwood Park this afternoon consisted of ten events. The Brookdale Handicap, \$10 entrance, ten birds, was the drawing card. There were seven entries. Noel, Money, Davenport and Morley, whose shooting were features of the day, divided the purse with ten kills each. The others succeeded in gaining nine each.

The above ties demonstrated their superior shooting abilities by winning in similar conditions. Money and Davenport again made clean scores and divided with Walters. Fred Hoy was in poor form, and failed to make his usual good showing.

The sweepstakes shooting was split and closely contested, Morley succeeding in winning four, the others being won by Davenport, Walters and Daly.

SOLD FORGED TICKETS.

Man Who Is Thought to Be Employed by a Washington Lobby Is Arrested.

It is the general belief among the railroad ticket brokers of this city that David Strong, who was arrested on Friday night for selling forged tickets, is a private detective in the employ of lobbyists at Washington. The brokers say that it was evidently Strong's object to visit every shop in this city and dispose of at least one ticket. Then the police authorities were to be notified and the shops raided. The evidence that every broker in town had a forged ticket in his possession would be used to rush bills through both houses of Congress prohibiting ticket scalping.

The brokers say that the lobbyists are quite capable of resorting to such a step, and other measures to break up ticket scalping having so far failed. Strong reeled into the office of W. H. Burroughs, No. 6 Astor House, about 6 p. m. on Friday. He pretended to be drunk, and threw down some tickets for passage between New York and Philadelphia, saying he would like anything he could get for Strong left. The broker, upon close examination of the tickets, found they were forged. He then started up Broadway looking for Strong, and met him coming out of Coney Brothers at No. 301 Broadway. Strong had sold \$3.75 worth of bogus tickets to them. Other brokers, it was found, had bought \$2 worth each. Strong, in each shop, pretended to be under the influence of drink. When the brokers cornered him on Broadway he returned the money to several of them.

A policeman was next called in. At sight of him Strong became perfectly sober. When searched \$2 in good money and two fifty-cent counterfeit pieces were found on him. It is supposed that he had a confederate to whom he passed a good part of the money he obtained from the brokers. Strong, who is a tall, fair-haired man, with a small mustache, was arraigned in the Centre Street Police Court yesterday. He said that his home was at Sonestown, Pa., and that he had received the tickets from a stranger whom he met in the St. Denis Hotel. On complaint of W. W. Lord, assistant passenger agent of the Pennsylvania Railroad, and of W. R. Thomas, ticket agent, Magistrate Crane held Strong for trial in default of \$1,500 bail.

"This talk about a detective," said Mr. Lord, "is utter foolishness. Our road, in the first place, would not stoop to such a low trick. Even if it did, it would not employ a man who makes such poor forgeries. To show that we have no hand in this business, we shall prosecute this man to the full extent of the law, for, although he is very green, he is dangerous."

Strong begged to be let go, saying that he was a bookkeeper in a lumber camp and had a young wife at Sonestown.

MORE TRAINS ON THE BRIDGE.

President Berri Increases the Number from 14 to 16 During the Rush Hours.

Bridge President Berri has issued an order which permanently increases the number of trains operated on the Bridge during the morning and evening rush hours to sixteen. Since the opening of the new double-track system fourteen trains instead of the old number—ten—have been running during the busy hours.

A number of letters congratulating the Bridge management upon their success with the double-track system have come from well-known citizens of both cities. Ex-Mayor Schieren called at the Bridge office yesterday and congratulated the management upon the perfect working of the new system. Mr. Schieren also had some talk with the Bridge officials in regard to the proposal to build an elevator at Frankfort or Pearl street for the accommodation of the business men in that section of New York.

Brooklyn's Officers Are Exonerated.

Washington, Feb. 20.—The court of inquiry appointed to investigate the circumstances under which the cruiser Brooklyn recently ran aground in the Delaware River, has submitted its findings to the Navy Department, which completely exonerates all the officers concerned. The court finds that the commanding officer was fully justified in proceeding down the river at that time, and that neither he nor any of the officers or men under his command failed in any particular to perform their duty.

FREE CURE FOR MEN.

A Michigan Man Offers to Send His Discovery Free.

Claims to Be a Benefactor to Weakened and Enervated Mankind.

There is always more or less suspicion attached to anything that is offered free, but sometimes a man so overflows with generosity that he cannot rest until his discovery is known to the world in order that his fellow men may profit by what he has discovered. It is upon this principle that a resident of Kalamazoo, Mich., desires to send free of charge a prescription which will cure them of any form of nervous debility; restores them of all doubt and uncertainty which such men are peculiarly liable to and restores the organs to natural size and vigor. As it costs nothing to try the experiment, it would seem that any man suffering with the nervous troubles that usually attack men who never stopped to realize what might be the final result, ought to be deeply interested in a remedy which will restore them to health, strength and vigor, without which they continue to live an existence of untold misery. As the remedy in question was the result of many years' research as to what combination would be peculiarly effective in restoring to men the strength they need, it would seem that all men suffering with any form of nervous weakness ought to write for such a remedy at once. A request to H. C. Olds, box 1107, Kalamazoo, Mich., stating that you are not sending for the prescription out of idle curiosity, but that you wish to make use of the medicine by giving it a trial, will be answered promptly and without evidence as to where information came from. The prescription is sent free, and, although some may wonder how Mr. Olds can afford to give away his discovery, there is no doubt about the offer being genuine. Cut this out and send to Mr. Olds, so that he may know how you came to write to him.

Anti-Jag,

The Great Cure for DRUNKENNESS, that can be given without the inebriate's knowledge, is for sale at

HUNNITT'S, 205 B'WAY.
ASTOR HOUSE PHARMACY, B'WAY
AND
GALPIN, 1014 6TH AVE., COR. 57TH ST.
HENRY C. MEYERS, 681 8TH AVE.
BRUES, RITCHIE & CO., 214 FULTON ST.
W. WILSON, 80 B'WAY.
J. MILHAUS'S SON, 185 B'WAY.

And at all druggists generally, or will be sent prepaid by mail in plain wrapper on receipt of \$1. by

RENOVA CHEMICAL CO.,

66 Broadway, New York.

All information gladly mailed free.

The tonic stimulant always to be depended on is

Vino-Kolafra

It banishes weariness and fatigue and restores nervous tone.

A strength-maker and life-giver.

Prepared by Dr. J. C. Williams, The Famous Product of the Brunswick Ph. Co.